



## PLANNING COMMISSION AGENDA REPORT

**Meeting Date:** August 1, 2019

**Subject:** Proposed Five-Story, 21-Unit Multiple-Family Building at 4898 El Camino Real

**Prepared by:** Sean K. Gallegos, Associate Planner

**Initiated by:** Applicant and Owner – Mircea Voskerician

### **Attachments:**

- A. Draft Resolution
- B. Applicant Materials
  - Cover Letter
  - Public Outreach Letter
  - Density Bonus Report
  - Climate Action Plan Checklist
  - Story Pole Certification and Approved Story Pole Plan
  - Office and Retail Report
- C. Planning Commission Study Session Minutes, February 21, 2019
- D. Complete Streets Commission Meeting Minutes, June 26, 2019
- E. Traffic Report
- F. Air Quality and Greenhouse Gas Emissions Assessment
- G. Noise Study
- H. Arborist Report
- I. Project Plans

### **Staff Recommendation:**

Recommend to the City Council approval of design review, use permit and subdivision applications D19-0002, CUP19-0001 and TM19-0002 per the findings and conditions contained in the resolution.

### **Environmental Review:**

The project is exempt from environmental review as in-fill development in accordance with Section 15332 of the California Environmental Quality Act of 1970 as amended.

### **Project Description:**

This is a development proposal that includes a Design Review, Use Permit and Subdivision application for a new five-story, multiple-family residential building with 21 condominium units, a rooftop common area and a two-level underground parking garage. The existing site includes a one-story commercial building currently occupied with administrative office, medical office, private school, personal service and retail uses at 4898 El Camino Real. The proposal is offering four affordable units – two moderate and two very-low – in exchange for a 35 percent density bonus, development

incentives to allow for increased height and a reduced front yard setback, and a waiver for the height of the elevator tower. The following tables summarizes the project's technical details:

<b>GENERAL PLAN DESIGNATION:</b>	Thoroughfare Commercial
<b>ZONING:</b>	CT (Commercial Thoroughfare)
<b>PARCEL SIZE:</b>	16,919 square feet (0.39 acres)
<b>MATERIALS:</b>	Sand finish stucco siding with Equitone cladding panels, Eldorado stone veneer and Trespa horizontal accent siding, metal frame canopies, metal frame windows and doors, and metal balcony railings

	<b>Existing</b>	<b>Proposed</b>	<b>Required/Allowed</b>
<b>FLOOR AREA:</b>	8,396 sq. ft.	47,587 sq. ft. <sup>1</sup>	N/A <sup>2</sup>

**SETBACKS:**

Front (El Camino Real)	50 feet	20 feet	25 feet
Rear	42 feet	25.4 feet	N/A <sup>3</sup>
Exterior side (Jordan Ave)	0 feet	17.5 feet (avg.)	15 feet (avg.)
Interior side	5 feet	8 feet (avg.)	7.5 feet (avg.)

**HEIGHT:**

Top of roof deck	22 feet	55.9 feet	45 feet
Top of parapet wall	-	61.5 feet	57 feet
Stair towers	-	69.1 feet	57 feet
Elevator tower	-	73.4 feet	57 feet

<b>PARKING:</b>	25 spaces	55 spaces	48 spaces
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**DENSITY:**

Total units	-	21 units (54 du/ac)	15 units (38 du/ac)
Affordable units	-	4 units (27%)	3 units (15%)

**OPEN SPACE:**

Private	-	271 square feet/unit	50 square feet/unit
Public	-	6,045 square feet	1,600 square feet

<sup>1</sup> This does not include the underground garage area.

<sup>2</sup> The CT District does not have a floor area ratio requirement.

<sup>3</sup> The CT District does not require a rear yard setback when the site does not abut an R district.

The draft resolution contained in Attachment A includes the project's findings and conditions of approval. The project's Density Bonus Report, Climate Action Plan Checklist, along with a cover letter from the applicant, are included in Attachment B.

## **Background**

### *Planning Commission Study Session*

On February 21, 2019, the Planning Commission held a study session to review and provide feedback on the project's architectural and site design. Overall, the Commission, with only four members present, expressed general support for the project design, but noted that it should consider using an alternative for the glass railing, a different mix of colors to break up massing on the vertical elements, an improved mixture of exterior materials including less stucco, revisions to improve the human scale at the building's corner, improve the use and operation of the trash room and staging, consider a mixed-use building for the site and whether the family room was necessary for the development. A copy of the Planning Commission study session minutes is included as Attachment C.

### *Complete Streets Commission*

On June 26, 2019, the Complete Streets Commission held a public meeting to consider the Project. As specified by the Zoning Code, the Commission is tasked with reviewing the bicycle, pedestrian, parking and traffic elements of a development application and providing an advisory recommendation to the Planning Commission and City Council. The Commission expressed general support for the project but expressed concern regarding the project increasing traffic on nearby residential streets, and an increase in traffic on streets like Jordan Avenue, potentially creating an unsafe path for school kids. Following the discussion, the Commission voted unanimously to recommend approval of the project to the Planning Commission and City Council. A copy of the Complete Streets Commission meeting minutes is included as Attachment D.

### *Story Pole Installation*

On July 10, 2019, planning staff verified that the applicant's story pole plan was consistent with the City's adopted Story Pole Policy and approved the plan. On July 12, 2019, staff received a certification letter from the project's civil engineer verifying that the story poles had been installed per the approved plan. A copy of the certification letter and the approved story pole plan is included in Attachment B.

## **Discussion/Analysis**

### *General Plan*

The General Plan contains goals and policies for the El Camino Real Corridor in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element, and Housing Element which emphasize increasing commercial vitality, intensification of development, developing housing, including affordable housing, improving the streetscape of the El Camino Real corridor and ensuring compatibility with adjacent residential land uses and nearby single-family neighborhoods.

The Housing Element encourages maximum densities of residential development as well as facilitating affordable housing. The project is proposing a density of 54 units per acre, which would exceed the maximum density allowed for the El Camino Real corridor (38 dwellings per acre) and includes four affordable dwelling units. The site is identified as an opportunity site in the Housing Element, with the potential to achieve up to 21 units. So, with proposed 21 units, four of which are affordable, the project would meet the General Plans' housing projection for this site.

The Land Use Element encourages intensification along the El Camino Real corridor while also requiring that new development be compatible with nearby residential land uses. The site is adjacent to multiple-family land uses to the south, which include two-story apartment buildings and medium density townhomes (Normandy Place Townhomes). The adjacent townhouse buildings are buffered from proposed development along the rear of the site by a parking lot and row of mature redwood trees that create a strong landscape buffer between the properties.

The project is also consistent with the Community Design & Historic Resources Element and Economic Development Element since it will be improving the streetscape of the El Camino Real corridor, is designed to be sensitive to the nearby residential neighborhood and will be improving economic vitality along the Corridor.

### *Zoning*

The project is seeking incentives for increased building height and a reduced front yard setback, and a waiver for the height of the elevator tower, which are further discussed below. Beyond these requests, the project meets or exceeds the minimum site standards for the CT District and other applicable Zoning Code requirements. The front setback is 20 feet, where 25 feet is required. The interior (left) side setback ranges from approximately 4.5 to 53.5 feet, with an average setback of eight feet, where an average of 7.5 feet is required. The exterior side (adjacent to Jordan Avenue) setbacks range from 5.25 feet to 56.2 feet, with an average setback of 17.5 feet, where an average of 15 feet is required.

The CT District also requires multiple-family projects to provide permanently maintained open space, both private and common, as part of the development. For private open space, an average of 50 square feet per unit must be provided and a total of 1,600 square feet of common open space must be provided for projects with up to 25 units. As specified on Sheet A9A of the project plans, an average of 271 square of private open space per unit is being provided, and a total of 6,045 square feet of common open space is being provided. Thus, the project is exceeding the minimum standards required by Code.

As part of the common open space provided by the project, a 5,031 square-foot rooftop deck is proposed. This rooftop deck includes an outdoor kitchen, fire pits, and a variety of seating areas. To ensure that rooftop uses such as this do not create negative impacts with regard to noise, light or other related activities, the CT District has established performance standards for rooftop uses. While it appears that the proposed rooftop deck will be able to comply with all applicable performance standards, appropriate conditions of approval have been included to ensure that the roof deck is in compliance both in terms of construction and long-term operation.

The project is seeking a total of two development incentives and one waiver in exchange for providing affordable housing. The first incentive is a height increase to allow a building height of 56 feet, where the Code allows a height of 45 feet. The second incentive is for a reduced front yard setback of 20 feet, where the Code requires a setback of 25 feet. The waiver is to allow the elevator tower to be 17.5 feet above the roof deck, where the Code allows a maximum height of 12 feet.

The project is also seeking a density bonus to exceed the CT District's residential density of 38 dwelling units per acre. The project site is 0.39 acres in size, which results in an allowable base density of 15 units. Based on the number of affordable units that are being provided, the Applicant is requesting a density bonus of 35 percent, which would allow for six additional units to be built on the site, resulting in a total of 21 units. The density bonus, development incentives and waivers are discussed in more detail in the *Affordable Housing* section below.

With regard to on-site parking, since the project is providing affordable housing, it is subject to the parking standards specified in Section 14.28.040(G). Based on these standards, the project is required to provide two on-site parking spaces per each three-bedroom unit and 2.5 onsite parking spaces for each four-bedroom unit, which results in a minimum of 48 onsite parking spaces being required for this project. These parking standards could be further reduced since the project is within ½ mile of a major transit stop, but the Applicant has not requested this reduction. The project is proposing a total of 55 parking spaces, which includes 53 standard spaces and two accessible spaces in two levels of underground parking. Of these spaces, nine are specified for guest parking on the upper level of the underground garage. Overall, the proposed parking exceeds the minimum established by the Zoning Code.

#### *Bicycle and Pedestrian Amenities*

As recommended by the VTA guidelines, the project should provide at least seven Class I bicycle parking spaces and two Class II spaces. As specified on the Lower Level Basement Plan (Sheet A3A), a total of 21 individual lockers (Class I) and four electric bicycle racks with 110kW electrical outlets are provided in the underground parking garage. In addition, two bicycle racks with four spaces (Class II) are proposed at street level next to the building's front entrance on Jordan Avenue. Thus, the project is significantly exceeding the VTA Guidelines for bicycle parking spaces (see sheet A3C).

The project will replace the public sidewalk along its Jordan Avenue and El Camino Real frontages and improve the pedestrian environment at the intersection with Jordan Avenue. Along El Camino Real, the new sidewalk will be 7.5 feet wide, with a new street tree and landscaping along the back of the sidewalk. Along Jordan Avenue, the new sidewalk will be five feet wide, with two new street trees and landscaping along the back of the sidewalk. The driveway cut on Jordan Avenue is roughly in the same location as an existing driveway entrance near the southwest corner of the site and it will serve the underground garage parking garage. The project will remove the existing driveway on Jordan Avenue near the intersection of El Camino Real and the driveway along El Camino Real. The building's front entrance is accessed via a plaza from the back of the public sidewalk. Common areas with pedestrian amenities for the building's residents are provided in the rear yard of the site and on a roof deck. Overall, the project's bicycle and pedestrian amenities appear to meet or exceed all applicable City policies and guidelines.

#### *Design Review*

In order to approve the project, the Commission must make positive design review findings as outlined in Section 14.78.050 of the Municipal Code. These design review findings are summarized as follows:

- The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the CT District;

- The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
- The horizontal and vertical building mass is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls; and the residential elements that signal habitation such as entrances, stairs, porches, bays and balconies;
- The exterior materials that convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements; and the materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
- The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy;
- Any signage is appropriately designed to complement the building architecture; and
- Rooftop mechanical equipment and utility and trash areas are appropriately screened and integrated into the building's architectural design.

Overall, the project reflects a desired and appropriate development intensity for the CT District and the El Camino Real corridor. It achieves the maximum housing density permitted, which benefits the City's housing goals while also providing stepped massing from the rear property line and articulation along the front and sides to limit the perception of bulk and mass. The proposal meets General Plan Policy 4.3 and 4.4. These goals promote residential development on El Camino Real and affordable housing on El Camino Real. In addition, this project complies with the Design Controls for the CT Zoning because the proposal has architectural integrity and has an appropriate relationship to the heights, massing, and styles of the buildings in the immediate area. The building fronts directly on to El Camino Real where the larger scale is more appropriate, and the building materials and massing fit well within the context of the surrounding area.

The building was designed to relate to the human scale with a landscaped entry plaza and a two-story entry lobby. These features create a human scale at the main building entry. The stone veneer at the first level creates a strong building base. The large horizontal balconies break up the vertical building mass to bring life to the streets. The horizontal building mass is broken up with the two-story stepping element at the corner and the deep recess at the secondary stair tower.

The exterior building materials appropriately define the building elements and convey the project's quality, integrity, durability and permanence. The project color palate defines the building elements and soften the overall appearance. The use of El Dorado stone veneer, Trespa siding (an engineered wood-based façade material), Equitone panels (a fiber cement façade material) and control joints in the stucco conveys a sense of quality materials and supports the articulation to create smaller elements and reduced bulk and mass.

The landscape plan appears generous and inviting. The proposed landscape and hardscape elements are designed to complement the proposed building design by introducing raised planter walls, linear wood benches and landscaping with accent trees to respond to the architectural façade and street frontage. Street trees and generous understory plantings are proposed on El Camino Real and Jordan

Avenue where possible to avoid conflicts with utilities and building overhangs. The landscaping includes various levels with smaller plantings near the sidewalk with taller species and raised planters as it moves toward the face of the building. The landscaping includes substantial street tree canopy, including one new street trees in the public right-of-way, one new specimen western redbud tree in the front yard, two new specimen brisbane box and two new specimen western redbud box trees in the exterior side yard along Jordan Avenue, and three new specimen western redbud trees in the rear yard

The project does not propose any signage along the building frontage beyond an address number and directional signage as necessary by Code. The rooftop mechanical equipment is screened by architecturally integrated parapet walls, the ground level utilities are screened by the wood fencing and landscaping along the sides, and the trash area is located within the underground garage. Overall, as evidenced in this discussion and as further supported by the findings contained in Exhibit A of the resolution (Attachment A), the project has met the City's required design review findings.

#### *CT District Design Controls*

In addition to complying with the General Plan and standard design review findings, the project must address the CT District's design controls (Section 14.50.150), which speak to issues such as scale, building proportions, bulk, and screening rooftop mechanical equipment as follows:

- In terms of scale, because of the district's relationship to the larger region, a mixture of scales is appropriate with some elements scaled for appreciation from the street and moving vehicles and others for appreciation by pedestrians;
- The building element proportions, especially those at the ground level, should be kept close to a human scale by using recesses, courtyards, entries, or outdoor spaces;
- At the residential interface, building proportions should be designed to limit bulk and protect residential privacy, daylight and environmental quality; and
- Rooftop mechanical equipment should be screened from public view.

Overall, as discussed above, the project appears to have adequately addressed these design controls.

#### *Affordable Housing - Density Bonus and Development Incentives*

The project exceeds the City's affordable housing regulations by providing four affordable housing units, where three are required. Chapter 14.28 of the Municipal Code requires a minimum of 15 percent of the units be affordable, with a majority of the units designated as affordable at the moderate-income level (two units) and the remaining units designated as affordable at the low or very-low income level (one unit). Since the base density for the project is 15 dwelling units, the project must provide 2.25 (rounded up to three) affordable units. By providing two moderate income units and two very-low income unit, the project is in compliance with the City's Affordable Housing Ordinance.

Housing Element program 4.3.2 requires that affordable housing units generally reflect the size and number of bedrooms of the market rate units. In this case, the overall project is proposing four three-bedroom units. There will be two three-bedroom units designated affordable at the moderate-income level and two three-bedroom units at the very-low income level. The project proposes 12 three-bedroom market rate units and five four-bedroom market rate units, given the high percentage of

overall affordable units proposed, it appears that the proposed three-bedroom affordable housing units meets the intent of the program.

Under the State's density bonus regulations (Section 65915 of the California Government Code), the project qualifies for a density bonus if it provides at least five percent very-low income units. With two affordable units at the very-low income level and two affordable units at the moderate level, the project is providing 13 percent of its base density as affordable at the very-low income level and a total of 27 percent affordable. Since providing 11 percent very-low income units qualifies the project for a 35 percent density bonus, the project is exceeding the maximum as specified in State Law and the City's Affordable Housing Ordinance to achieve this level of density bonus.

Since the project is providing more than 10 percent of its units as affordable at the very-low income level, it qualifies for two development incentives per State Law and City Ordinance. To help guide incentives requested by developers and ensure that the incentives do not result in any adverse impacts, the City adopted a list of "on-menu" incentives or concessions. However, per State Law and City Ordinance, a project may still request any incentive or concession that they deem appropriate in exchange for the affordable units being provided (off-menu). In this case, the project is seeking a height incentive to allow the project to exceed the maximum height limit of 45 feet by 11 feet (on-menu) and a 20 percent reduction in the front yard setback (on-menu).

Under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(F), the City must grant the requested incentive unless it can make specific negative findings. Under the Ordinance, the City has determined that "on-menu" incentives would not have a specific, adverse impact on public health and safety or the physical environment, which is one of three potential findings necessitating denial of the request, thus one of the following two findings would need to be made to deny the request:

- The concession or incentive does not result in identifiable and actual cost reductions, consistent with the definition of "concession" or "incentive," to provide for affordable housing costs, as defined in Health & Safety Section 50052.5, or for rents for the targeted units to be set as specified in subsection (I).
- The concession or incentive would be contrary to state or federal law.

There is not sufficient evidence currently in the record to make either of the other required findings for denial, i.e., that the incentive or concession would not result in identifiable and actual cost reductions to provide for affordable housing costs or would be contrary to state or federal law. Therefore, staff recommends the granting of the Applicant's requests.

The project is also seeking a waiver under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(H) to allow the height of its elevator tower to go beyond the 12-foot limit. Per State Law and City Ordinance, the City must grant a requested waiver or development standard reduction unless it can make one or more the following findings:

- The waiver or reduced development standard would not have the effect of physically precluding the construction of a development meeting the criteria of this section at the densities or with the incentives permitted under this section.

- The waiver or reduced development standard would have a specific, adverse impact upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.
- The waiver or reduced development standard would have an adverse impact on any real property that is listed in the California Register of Historical Resources.
- The waiver or reduced development standard would be contrary to state or federal law.

This waiver request appears appropriate and reasonable for a project of this size and scope. There is sufficient evidence currently in the record that the development standard (absent the requested waiver) would have the effect of physically precluding the construction of the development meeting the criteria of the State Density Bonus Law or the Los Multiple-Family Affordable Housing Ordinance at the densities or with the incentives permitted thereunder was confirmed in the Density Bonus Report. The concession or incentive would not have a specific, adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to very low-income and moderate-income households. Therefore, staff recommends the granting of the Applicant's requests.

A Density Bonus Report that supports the density bonus, development incentives and waiver requests was prepared by the Applicant and is included in Attachment B.

For reference, the moderate-income housing units would be limited in cost to be affordable to a household that makes no more than 120 percent of the County's median income and the very-low income housing units would be limited in cost to be affordable to a household that makes no more than 50 percent of the County's median income. The County's median family income for FY 2019 is \$131,400 per HCD calculations.

#### *Use Permit*

Since multiple-family residential uses are identified as a conditional use in the CT District, a use permit is required as part of the project approval. The location of the use is desirable in that it improves an underdeveloped property along the City's El Camino Real corridor with an appropriate amount of high-quality market rate and below market rate housing. The project meets other objectives specified in the Zoning Code, which include maintaining an appropriate relationship with adjacent land uses, maintaining a safe traffic circulation pattern, and providing a high-quality design that enhances the City's distinctive character.

Due to the location of the site along this section of the El Camino Real corridor and the mix of uses on the adjacent properties, it has limited commercial potential for the development of new retail or commercial space. However, given the housing targets set in the City's Housing Element, the City's Council's priority to see more affordable housing developed and the limited number of sites that can accommodate higher density housing projects, an all residential project at this location is desirable and essential for the City's comfort, convenience, prosperity and welfare, and in accordance with the overall objectives of the Zoning Code. An Office and Retail Report that analyzes the office and retail market was prepared by the Applicant and is included in Attachment B.

*Subdivision*

The project includes a Tentative Map for Condominium purposes. The subdivision divides the building into 21 residential units and associated private and common areas. The subdivision conforms to the permitted General Plan and Zoning Code densities as modified by State law. The subdivision is not injurious to public health and safety, and is suitable for the proposed type of development, and the subdivision provides proper access easements for ingress, egress, public utilities and public services.

*Environmental Review*

The project site, which is 0.39 acres in size, is considered a small in-fill site that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species. The development proposal is consistent with the General Plan and Zoning Ordinance, does not result in any significant effects related to traffic, noise, air or water quality, and is adequately served by all required utilities and public services. Therefore, in accordance with Section 15332 of the California Environmental Quality Act (CEQA) Guidelines the project is exempt from further environmental review.

With regard to traffic, Implementation Program C8 in the General Plan's Circulation Element requires a transportation impact analysis (TIA) for projects that result in 50 or more net new daily trips. As outlined in the project's traffic report prepared by Hexagon Transportation Consultants (Attachment E), the proposed project will generate 114 average daily trips as compared with the property's existing uses, which include a mix of office and commercial uses, that generate 80 average daily trips. Since the net increase will only be 34 average daily trips, a full TIA is not required for this project.

Project impacts were evaluated relative to the intersection of El Camino Real and Jordan Avenue, it was found that the project would not create a significant impact at the study intersection under any scenarios. The intersection of El Camino Real and Jordan Avenue would operate at LOS C during the AM peak hour and LOS B during the PM peak hour under both existing plus project conditions and near-term plus project conditions. The intersection level of service calculation sheets are included in Appendix B in Attachment E. Due to the minimal increase in traffic and the fact that the El Camino Real-Jordan Avenue intersection does not have any level of service issues, the project will not result in any traffic impacts.

With regard to air quality, since the project is located on a State Highway, the project could potentially expose long-term residents to air pollution and the project's construction has the potential to create short-term air pollution impacts. To address these potential impacts, an air quality and greenhouse gas emission assessment was prepared for the project by Illingworth & Rodkin (Attachment F). The assessment provides appropriate mitigation measures for controlling dust and exhaust during construction, air filtration for the dwellings, and construction equipment emission guidelines. The report's recommended mitigations are included as conditions of approval. With regard to greenhouse gas emissions, the project does not exceed any of the significant thresholds as specified by the Bay Area Quality Management District's Clean Air Plan, so no mitigation measures are required. The Applicant has also completed the City's Climate Action Plan checklist for new development (Attachment B) and will be complying with all applicable requirements to ensure that the project support's the City's greenhouse gas emission reduction targets.

With regard to noise, due to the site's proximity to a State Highway, the project is located in an area that may expose its residents to higher noise levels and the project's rooftop mechanical equipment may generate off-site noise levels that exceed thresholds established in the City's Noise Control Ordinance. To address these potential noise impacts, a noise study was prepared by Illingworth & Rodkin (Attachment G). To ensure that there are no significant noise impacts, the study recommends mitigation measures that specify certain types of exterior glazing, and supplemental ventilation, and rooftop mechanical equipment noise controls so that the noise levels do not exceed City standards. Appropriate conditions of approval to ensure that the project is designed to comply with the noise study mitigation measures are included.

To evaluate potential tree impacts, an arborist report was prepared by Kieilty Arborist Services (Attachment H). The arborist report evaluated the condition of four existing juniper trees on the site and fifteen trees on adjoining properties and provided tree protection measures for the trees that are proposed to remain. All juniper trees proposed for removal are identified as being in fair to good health, but will be removed due to conflicting with the building foundation. The tree protection measures for the London plane sycamore tree (No. 5) on the neighboring property along the rear and a street tree along the El Camino frontage of 4906 El Camino Real have been appropriately incorporated in the conditions of approval.

Overall, as documented above, the project's technical studies support the finding that the project meets the criteria and conditions to qualify for as an in-fill development project that is exempt from further environmental review.

#### *Public Contact and Correspondence*

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to the 403 property owners and business tenants within 500 feet of the site. A public notice billboard with color renderings was installed along the project's El Camino Real frontage and story poles to represent the corners of the building and the elevator tower were installed. A story pole certification letter from the project engineer is included as Attachment B.

In addition to the required public notification, the applicant has conducted specific outreach to the owners of the directly adjacent properties and tenants within 500 feet of the site, including the tenants in the Los Altos Court apartment buildings at 848-854 Jordan Avenue and the owners of the Normandy Place Townhomes at 889-899 Jordan Avenue. These outreach efforts are summarized in the applicant's cover letter (Attachment B). To-date, staff has not received any correspondence from any nearby property owners or tenants regarding this prospect.

#### **Options**

The Planning Commission can recommend approval, approval with modifications, or denial of the proposed project. Once the Planning Commission makes a recommendation, the Project will be forwarded to the City Council for consideration and final action.